

JPDO/FAA Safety Culture Activities

Briefing to Navy Culture Workshop
Standardization Meeting

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Briefing Summary

- Background
- JPDO Safety Integrated Product Team
- FAA Safety Management System
 - Safety Risk Management
 - Safety Promotion/Safety Culture



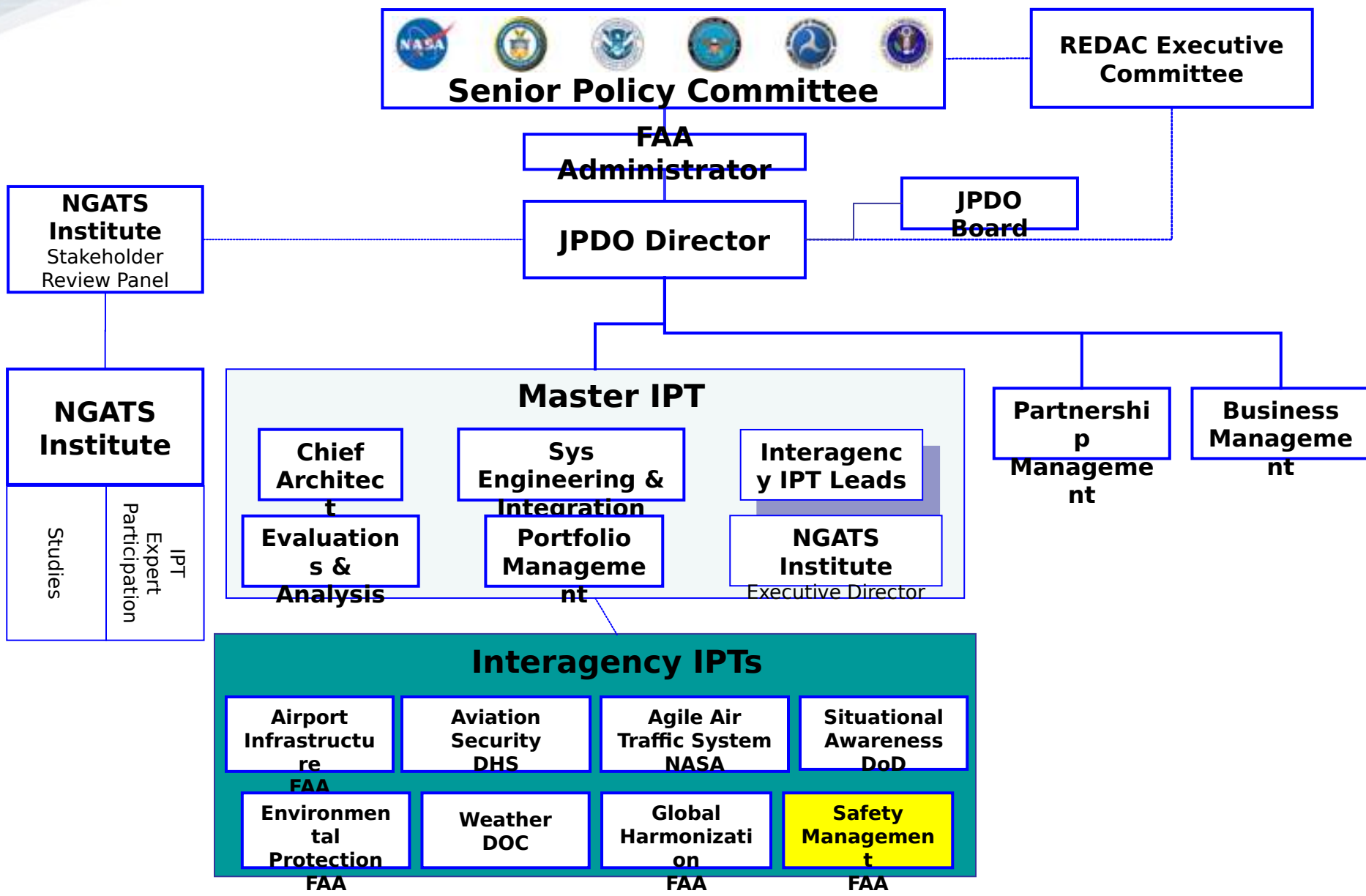
Joint Planning and Development Office (JPDO)

Vision 100: The Century of Aviation Reauthorization Act

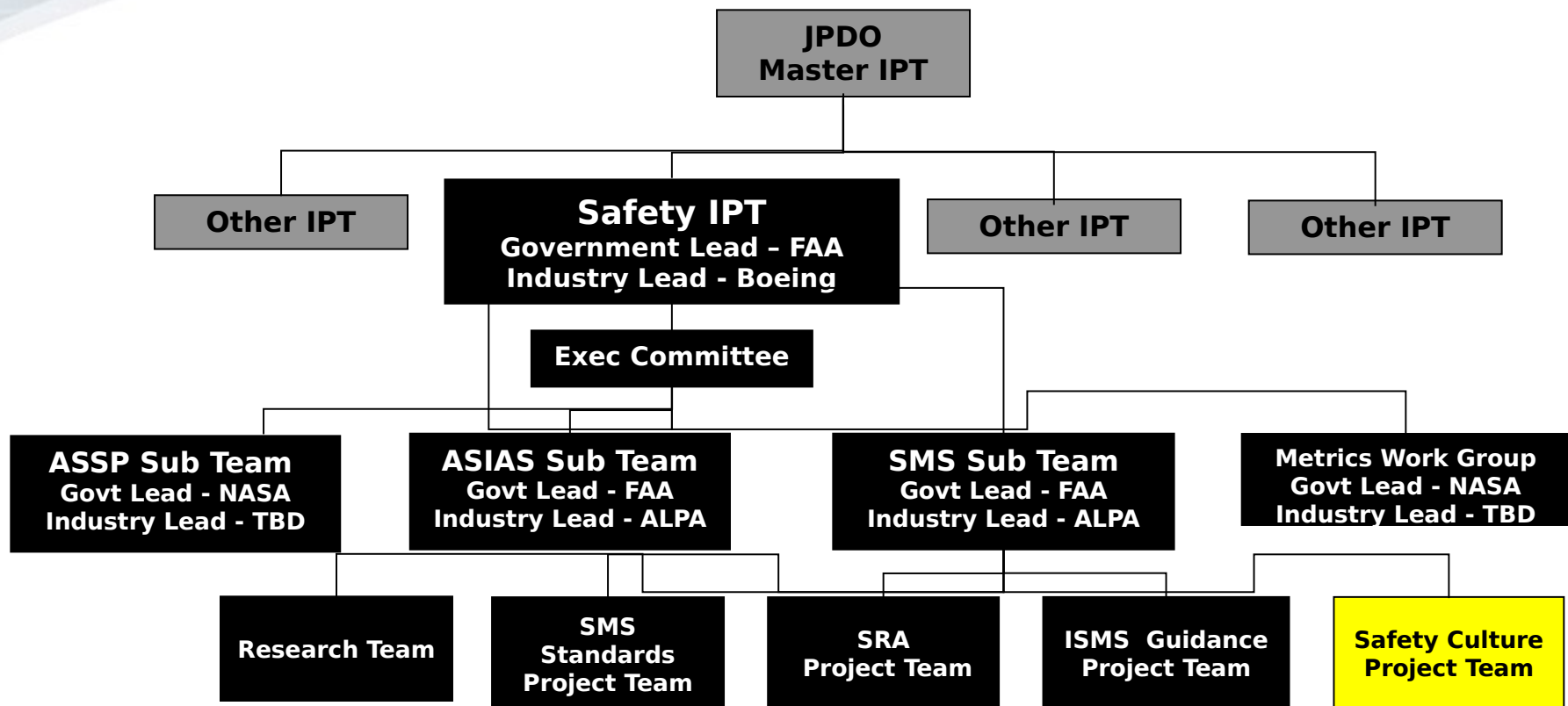
- Secretary of Transportation must establish the Next Generation Air Transportation System (NexGen) Joint Planning and Development Office (JPDO) within FAA
- Cooperative effort across Departments of Transportation, Defense, Commerce and Homeland Security; NASA; and the White House Office of Science and Technology
- JPDO must submit to Congress their proposed plan in December 2004



JPDO Organization Structure



Safety IPT Team Structure



- **ASSP** = Aviation Safety Strategic Plan
- **ASIAS** = Aviation Safety Information Sharing and Analysis
- **ISMS** = Integrated Safety Management System
- **SMS** = Safety Management System
- **SRA** = Safety Risk Analysis



SMS Within NexGen

- **Formal, top-down business-like approach to managing safety risk**
- **Systematic procedures, practices, and policies for the management of safety, including:**
 - Safety Risk Management (SRM)
 - Safety Policy
 - Safety Assurance
 - Safety Promotion



Prognostic Approach to Safety Management

Next Generation Air Transportation System
Joint Planning and Development Office

National Culture, Standards & Scope

- **National Safety Management Standard**
- **National Strategic Plan**
 - National Goals and Prioritization of Safety Research
- **Comprehensive Sharing and Analysis of Relevant Safety Information**



Prognostic Approach to Safety Management (cont.)

National Culture, Standards & Scope

- **National Safety Culture**
 - **Continuous Improvement**
 - **Accountability for establishing a positive safety culture & making risk-based, data driven decisions**
 - **“Just Culture”**
 - *Median between a “Punitive Culture” and a “Blameless Culture”*
 - **Non-Punitive reporting system**



Completed Safety Culture Activities

- November, 2005 – Received Research Report from St. Louis Univ., “A Comparative Study of Safety Cultures”
- June, 2006 – Distributed “Safety Culture Objective Criteria” checklist to Safety IPT for feedback.
- August, 2006 – Conducted Safety Culture Workshop for Master IPT
 - FAA overview briefing on Safety Culture (video of Uberlingen accident)
 - Naval Aviation Safety Center “sample” Culture Workshop
 - Requested feedback from participants for input to Safety Culture Improvement Plan
- September, 2006 – Sent draft Safety Culture Improvement Plan to Safety IPT SMS Subteam for comment



Safety Culture Improvement Plan

- Will become part of SMS guidance material
- Ongoing development and research effort by SMS subteam; additional research assistance requested from NGATS Institute
- Working on incorporating Team comments
- Final JPDO deliverable by end of FY07



FAA Safety Culture Activities

- Two briefings developed for ATO Management Summit meetings; CDs widely distributed
 - Include examples from NASA Challenger and Uberlingen accident
- Interviews of top management
- Surveys of middle management
- Working with NPGS (A. Ciavarelli) to conduct interviews at Air Traffic facilities to develop survey tool
- Goal is to complete initial workforce survey by end of 2007
- Air Traffic “interventions” as determined by survey results



FAA Activities (cont.)

- Working with St. Louis Univ. researcher (M. Patankar), who developed a survey for Technical Operations (maintenance) personnel
- Initial results briefed to FAA management
- Pilot program for employee safety reporting system (ASAP) set up



Next Steps

- Will continue to share information with Navy via Safety IPT
- Benefit from Lessons Learned
- Bottom line:

Improvements in both Naval and Civil aviation safety

